



San Bernardino Associated Governments

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Web: www.sanbag.ca.gov



•San Bernardino County Transportation Commission •San Bernardino County Transportation Authority

•San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies

AGENDA

Administrative Committee Meeting

November 10, 2010

9:00 a.m.

Location

SANBAG

Super Chief Conference Room

1170 W. 3rd Street, 2nd Floor

San Bernardino, CA

Administrative Committee Membership

Chair – SANBAG Vice President

Council Member Bea Cortes

City of Grand Terrace

SANBAG President

Supervisor Brad Mitzelfelt

County of San Bernardino

SANBAG Past President

Mayor Paul Eaton

City of Montclair

Mt./Desert Representatives

Mayor Rick Roelle

Town of Apple Valley

Council Member Mike Leonard

City of Hesperia

Supervisor Neil Derry

County of San Bernardino

East Valley Representatives

Mayor Patricia Gilbreath

City of Redlands

Mayor Patrick Morris

City of San Bernardino

Supervisor Josie Gonzales

County of San Bernardino

West Valley Representatives

Mayor John Pomierski

City of Upland

Mayor Dennis Yates

City of Chino

Supervisor Paul Biane

County of San Bernardino

San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors.

In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:

The San Bernardino County Transportation Commission, which is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.

The San Bernardino County Transportation Authority, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.

The Service Authority for Freeway Emergencies, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.

The Congestion Management Agency, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.

As a Subregional Planning Agency, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.

Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.

**San Bernardino Associated Governments
County Transportation Commission
County Transportation Authority
Service Authority for Freeway Emergencies
County Congestion Management Agency**

AGENDA

Administrative Committee Meeting

November 10, 2010

9:00 a.m.

Location: SANBAG, Super Chief Conference Room, 1170 W. 3rd Street, 2nd Floor,
San Bernardino

CALL TO ORDER 9:00 a.m.
(Meeting Chaired by Brad Mitzelfelt)

- I. Pledge of Allegiance
- II. Attendance
- III. Announcements
- IV. Agenda Notices/Modifications – Anna Aldana

Notes/Actions

1. **Possible Conflict of Interest Issues for the Administrative Committee Meeting November 10, 2010.** Pg. 6

Note agenda item contractors, subcontractors and agents which may require member abstentions due to conflict of interest and financial interests. Board Member abstentions shall be stated under this item for recordation on the appropriate item.

Consent Calendar

Consent Calendar items shall be adopted by a single vote unless removed by member request.

Administrative Matters

2. **Attendance Register** Pg. 7

A quorum shall consist of a majority of the membership of each SANBAG Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

3. **September and October 2010 Procurement Report** Pg. 9

Receive Monthly Procurement Report. William Stawarski

Discussion Items

Program Support/Council of Governments

4. **2011 Legislative Programs** **Pg. 11**
 Adopt the 2011 State and Federal Legislative Programs.
Aaron Hake

5. **Fiscal Year 2012 Federal Appropriations Process and Project Nominations** **Pg. 20**
 Approve the federal appropriations project nominations as listed in Attachment #1. **Aaron Hake**

6. **Repair and Stucco Fog-Coat the Exterior of the San Bernardino Santa Fe Depot** **Pg. 24**
 1. Award Contract C11014 – For the Repair and Stucco Fog-Coat to the Exterior of the San Bernardino Santa Fe Depot to the firm of Spectra Company in an amount not to exceed \$477,820 as identified in the Financial Impact Section.
 2. Approve amendment to SANBAG Fiscal Year 2010/2011 budget to increase Task 0806 – Building Improvements – by \$521,299 to include \$417,039 in Federal FTA 5309 Grant Funds and \$104,260 in Rail Asset Revenue for a total Task budget of \$541,102. **Duane Baker**

Administrative

7. **Final Encumbrances for FY 2009-2010** **Pg. 40**
 Approve final encumbrances in the amount of \$196,779,033, listed in Table 1, to be formally incorporated into SANBAG's 2010-2011 Budget. **William Stawarski**

8. **Fourth Quarter Budget to Actual Report for the Period Ending June 30, 2010** **Pg. 43**
 1. Receive and file the Preliminary Fourth Quarter Budget to Actual Report for Period Ending June 30, 2010.
 2. Amend the budget for Task No. 51310000 Measure I Valley Elderly and Disabled by \$119,032 to be financed from the undesignated fund balance of the Measure I Elderly and Disabled Fund. **William Stawarski**

Comments from Committee Members

Public Comment

ADJOURNMENT

Additional Information

Acronym List

Pg. 49

Complete packages of the SANBAG agenda are available for public review at the SANBAG offices. Staff reports for items may be made available upon request. For additional information call (909) 884-8276.

Meeting Procedures and Rules of Conduct

Meeting Procedures

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Agendas – All agendas are posted at 1170 W. 3rd Street, 2nd Floor, San Bernardino at least 72 hours in advance of the meeting. Complete packages of this agenda are available for public review at the SANBAG offices and our website: www.sanbag.ca.gov. Staff reports for items may be made available upon request. For additional information call (909) 884-8276.

Agenda Actions – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

Closed Session Agenda Items – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

Agenda Times – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

Public Comment – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. "Public Testimony on any Item" still apply.*

Disruptive Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

**SANBAG General Practices for Conducting Meetings
of
Board of Directors and Policy Committees**

Basic Agenda Item Discussion.

- The Chair announces the agenda item number and states the subject.
- The Chair calls upon the appropriate staff member or Board Member to report on the item.
- The Chair asks members of the Board/Committee if they have any questions or comments on the item. General discussion ensues.
- The Chair calls for public comment based on “Request to Speak” forms which may be submitted.
- Following public comment, the Chair announces that public comment is closed and asks if there is any further discussion by members of the Board/Committee.
- The Chair calls for a motion from members of the Board/Committee.
- Upon a motion, the Chair announces the name of the member who makes the motion. Motions require a second by a member of the Board/Committee. Upon a second, the Chair announces the name of the Member who made the second, and the vote is taken.

The Vote as specified in the SANBAG Bylaws.

- Each member of the Board of Directors shall have one vote. In the absence of the official representative, the alternate shall be entitled to vote. (Board of Directors only.)
- Voting may be either by voice or roll call vote. A roll call vote shall be conducted upon the demand of five official representatives present, or at the discretion of the presiding officer.

Amendment or Substitute Motion.

- Occasionally a Board Member offers a substitute motion before the vote on a previous motion. In instances where there is a motion and a second, the maker of the original motion is asked if he would like to amend his motion to include the substitution or withdraw the motion on the floor. If the maker of the original motion does not want to amend or withdraw, the substitute motion is not addressed until after a vote on the first motion.
- Occasionally, a motion dies for lack of a second.

Call for the Question.

- At times, a member of the Board/Committee may “Call for the Question.”
- Upon a “Call for the Question,” the Chair may order that the debate stop or may allow for limited further comment to provide clarity on the proceedings.
- Alternatively and at the Chair’s discretion, the Chair may call for a vote of the Board/Committee to determine whether or not debate is stopped.
- The Chair re-states the motion before the Board/Committee and calls for the vote on the item.

The Chair.

- At all times, meetings are conducted in accordance with the Chair’s direction.
- These general practices provide guidelines for orderly conduct.
- From time-to-time circumstances require deviation from general practice.
- Deviation from general practice is at the discretion of the Board/Committee Chair.

Courtesy and Decorum.

- These general practices provide for business of the Board/Committee to be conducted efficiently, fairly and with full participation.
- It is the responsibility of the Chair and Members to maintain common courtesy and decorum.

Adopted By SANBAG Board of Directors January 2008

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 1

Date: November 10, 2010

Subject: Information Relative to Possible Conflict of Interest

Recommendation*: Note agenda items and contractors/subcontractors which may require member abstentions due to possible conflicts of interest.

Background: In accordance with California Government Code 84308, members of the Board may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Contractor/Agents	Subcontractors
6	C11014	Spectra Company Ray Adamyk	None

Financial Impact: This item has no direct impact on the budget.

Reviewed By: This item is prepared monthly for review by the Board of Directors and Policy Committee members.

*Approved
Administrative Committee*

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

ADMINISTRATIVE COMMITTEE ATTENDANCE RECORD - 2010

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	*Oct	Nov	Dec
Paul Biane Board of Supervisors	X			X	X		X	X				
Patrick Morris City of San Bernardino	X	X		X	X	X	X	X	X			
Mike Leonard City of Hesperia	X	X	X	X	X	X	X	X				
Patricia Gilbreath City of Redlands	X	X	X	X	X	X	X		X			
Paul Eaton City of Montclair	X	X	X		X	X	X	X	X			
Josie Gonzales Board of Supervisors	X	X		X	X	X		X				
Brad Mitzelfelt Board of Supervisors	X	X		X	X	X	X	X				
Gary Ovitt Board of Supervisors	X	X			X	X	X	X	X			
Bea Cortes City of Grand Terrace	X	X	X	X	X	X	X	X	X			
Dennis Yates City of Chino	X	X	X	X	X	X	X	X				
John Pomierski City of Upland	X	X	X	X	X	X	X	X	X			
Rick Roelle Town of Apple Valley	X	X	X	X		X	X	X	X			
Neil Derry Board of Supervisors	X			X	X	X	X	X	X			

X = Member attended meeting.

Empty box = Member did not attend meeting

Crossed out box = Not a member at the time.

* The Administrative Committee did not meet in October

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ADMINISTRATIVE COMMITTEE ATTENDANCE RECORD - 2009

Name	Jan	Feb	March	April	May	June	July	Aug	*Sept	Oct	Nov	*Dec
Paul Biane Board of Supervisors	X	X		X	X	X		X		X		
Patrick Morris City of San Bernardino	X	X	X	X	X	X	X	X		X	X	
Mike Leonard City of Hesperia	X	X		X	X	X	X	X		X	X	
Bea Cortes City of Grand Terrace	X											
Patricia Gilbreath City of Redlands		X	X	X	X	X	X	X		X	X	
Paul Eaton City of Montclair	X	X	X		X	X	X	X		X	X	
Josie Gonzales Board of Supervisors										X	X	
Brad Mitzelfelt Board of Supervisors	X		X			X	X	X		X	X	
Gary Ovitt Board of Supervisors		X	X	X	X	X		X		X		
Dennis Yates City of Chino	X	X	X	X	X	X	X	X		X	X	
Gwenn Norton-Perry City of Chino Hills	X	X		X	X	X	X			X		
Rick Roelle Town of Apple Valley		X		X		X		X				
Neil Derry Board of Supervisors							X	X		X	X	

X = Member attended meeting.

Empty box = Member did not attend meeting

Crossed out box = Not a member at the time.

*The Administrative Committee did not meet in September and December

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- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 3

Date: November 10, 2010
Subject: September and October 2010 Procurement Report
Recommendation:* Receive Monthly Procurement Report

Background: The Board of Directors approved the Contracting and Procurement Policy (Policy No. 11000) on January 3, 1997. The Executive Director, or designee, is authorized to approve Purchase Orders up to an amount of \$50,000. All procurements for supplies and services approved by the Executive Director, or designee, in excess of \$5,000 shall be routinely reported to the Administrative Committee and to the Board of Directors.

Attached are the purchase orders in excess of \$5,000 to be reported to the Administrative Committee for the months of September and October 2010.

Financial Impact: This item imposes no impact on the FY 2010/2011 Budget. Presentation of the monthly procurement report will demonstrate compliance with the Contracting and Procurement Policy (Policy No. 11000).

Reviewed By: This item is scheduled for review by the Administrative Committee on November 10, 2010.

Responsible Staff: William Stawarski, Chief Financial Officer

Approved
Administrative Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

COG	X	CTC	X	CTA	X	SAFE	X	CMA	X
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Check all that apply.
ADM1011a-cac
ISF11

September and October 2010 Report of Purchase Orders

PO No.	PO Issue Date	Vendor	Purpose	Amount \$
RCMS #				
EDEN #				
P10270 4000417	08/18/10	Nossaman, Guthner, Knox & Elliott	Legal Services for sbX ROW Sole Source – Unique qualifications, significant time constraints, and demonstrated experience.	9,543.75
P11020 4000409	09/02/10	Nossaman, Guthner, Knox & Elliott	Legal Services for sbX ROW Sole Source – Unique qualifications, significant time constraints, and demonstrated experience.	25,000.00
P11064 4000425	09/08/10	Economics & Politics, Inc.	Measure I Revenue Forecast Update Sole Source – Unique qualifications and demonstrated experience.	10,000.00
P11063 4000433	09/02/10	TransTrack Systems	End User License Agreement 07/10- 06/11 Sole Source – Unique qualifications.	12,000.00
P11072 4000435	09/02/10	Apple One	Temporary Receptionist	11,000.00
P11076 4000495	10/08/10	TH Enterprises, Inc	Disaster Recovery Server Relocation	9,000.00
P11073 4000498	10/13/10	Wausau Tile	Benches for SB Metrolink Station Sole Source – Unique qualifications and demonstrated experience.	5,717.89
P11097 4000497	10/13/10	TH Enterprises, Inc	New Portal Server	14,475.70
P11100 4000501	10/21/10	Chung & Chung Accountancy	Measure I 1990 Reconciliation Sole Source – Significant time constraints and demonstrated experience.	9,000.00
P11102 4000499	10/21/10	Adorno, Yoss, Alvarado and Smith	Legal Services sbX Right of Way Sole Source – Unique qualifications and demonstrated experience.	20,000.00
*Note: Sole Source justification is noted in the Purpose statement, if applicable.				Total
				\$125,737.34

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
 ■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 4

Date: November 10, 2010

Subject: 2011 Legislative Programs

Recommendation: Adopt the 2011 State and Federal Legislative Programs

Background: The purpose of this item is to present the SANBAG state and federal legislative programs to the Board for its annual review of legislative priorities. While many of the issues and recommended positions remain the same from previous years, SANBAG staff recommends a number of revisions to the legislative programs to reflect new and emerging trends in Sacramento and Washington, as well as issues that arose in 2010 which were not captured in the current platform.

More than a guide to SANBAG's position on legislation, the state and federal legislative programs provide a foundation for SANBAG's advocacy plan. These documents enable staff and contract lobbyists to work on issues of interest to SANBAG prior to legislation being introduced. The state and federal programs rely on the same basic themes, including but not limited to: funding stability, adequate funding share for San Bernardino County, retaining control of project funding decisions, emphasis on goods movement, and innovative project delivery and financing.

*Approved
Administrative Committee*

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

COG	X	CTC	X	CTA	X	SAFE	X	CMA	X
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Check all that apply.

ADM1011a-AH

Attachments:

ADM1011a1-AH

ADM1011a2-AH

SANBAG's State Legislative Program

SANBAG's state legislative program is focused on protecting and increasing funding for transportation, familiarizing Sacramento on priority projects of regional importance, being a strong voice for community issues and leading policy-driven discussions. Please see (Attachment #1) for a full description of SANBAG's State Legislative Program.

Notable additions to the 2011 platform include:

- Encouraging the State to remain in a fiscal condition that allows the sale of Proposition 1A and 1B infrastructure bonds so that State commitments to SANBAG projects can be met;
- Preserving the existing design-build and public-private partnership pilot programs enacted by SB 2X 4 (Cogdill); and
- Positive Train Control.

The platform is divided into 8 topic areas:

- Funding
- Self-Help Counties
- Project Delivery, Finance & Innovation
- Energy & Alternative Fuels
- Transit & Commuter Rail
- High Speed Rail
- Air Quality
- Coalitions

SANBAG's Federal Legislative Program

SANBAG's federal legislative program provides Board direction to work with our Congressional delegation and federal leaders to protect and enhance current funding levels for transportation programs, protect and enhance flexibility in use of transportation revenue and reduce or eliminate costly and duplicative administrative and regulatory requirements. Please see (Attachment #2) for a full description of SANBAG's Federal Legislative Program.

Notable additions to the 2011 platform include:

- Ensuring that California continues to receive the same proportion of Congestion Mitigation Air Quality (CMAQ) funding as it does today;
- Advocating for balanced "livability" and sustainability policies that meet the needs of low density communities in San Bernardino County; and

- Preservation of opportunity to pursue High Occupancy Toll (HOT) lanes or other alternative financing mechanisms, in the event that the SANBAG board chooses to implement such a project,

The platform is divided into 8 topic areas:

- Funding
- Project Delivery and Innovation
- Commuter Rail
- High Speed Rail
- Air Quality
- Goods Movement
- Energy
- Coalitions

SANBAG staff has reviewed these platforms with the agency's contract lobbyists in Washington and Sacramento, who have concurred in the language recommended here. Based on the policy platform ultimately adopted by the SANBAG Board, SANBAG staff and lobbyists will craft a proactive strategy around these priorities for 2011.

Financial Impact:

This item has no impact on the SANBAG budget.

Reviewed By:

This item is scheduled for review by the Administrative Committee on November 10, 2010.

Responsible Staff:

Aaron Hake, Director of Legislative Affairs

ATTACHMENT #1 - Draft
SANBAG's 2011 State Legislative Platform

Funding

SANBAG will advocate for stable, reliable state funding for transportation projects in San Bernardino County; and request that the State honor all of its previous commitments without imposing unfunded mandates, as a partner in SANBAG's success:

- Support any effort that ensures that the State provides stable and reliable highway and transit funding to meet the needs of San Bernardino County.
- Support rewards, incentives, and leveraging for voter-approved local sales tax measures.
- Oppose proposals to reduce state funding for highways and transit, backtrack on state funding commitments, or divert transportation revenue to non-transportation purposes.
- Support actions that ensure the ability of the State to sell transportation infrastructure bonds.
- Support budget and California Transportation Commission (CTC) allocations to fully fund projects for San Bernardino County included in the State Transportation Improvement Program (STIP), bond programs and the Measure I Expenditure Plan.
- Support the protection of the statutory 1.5 percent of revenue cap on administrative fees levied by the Board of Equalization (BOE) for the collection and administration of county transportation sales tax measures.
- Support continued regional determination and programming for the use of all current funding sources and to provide flexibility for all current and future STIP programs.
- Oppose legislation or regulatory actions that rely on regional transportation agencies to sponsor ballot measures to raise revenue for transportation or planning purposes.
- Obtain a fair share for San Bernardino County of any State discretionary funding made available through transportation grants or programs.
- Monitor and, where appropriate, support studies of market-based pricing measures to relieve traffic congestion, improve air quality and/or fund transportation alternatives.
- Support analysis and consensus building efforts for potential new transportation funding strategies.
- Support legislation to provide funding for innovative, intelligent/advanced transportation, goods movement, demand management and air quality programs which relieve congestion, improve air quality and enhance economic development.

Self-Help Counties

SANBAG will speak with one voice with the 18 other "self-help" counties in California:

- Support the efforts of the Self-Help Counties Coalition.
- Support legislation that will incentivize counties without a self-assessed tax measure for transportation to become "self-help" counties and allow the State to prioritize projects that are funded through local sales tax measures.
- Support legislation or administrative action that recognizes and rewards the investment of existing "self-help" counties.

Energy & Alternative Fuels

SANBAG will support incentives to transition to alternative fuels and electric vehicles (EVs) that will clean our air and reduce our dependency on foreign oil:

- Support income tax benefits or incentives that encourage use of alternative fuel vehicles, EVs, and alternative modes of transportation without reducing existing transportation funding levels.
- Support legislation to finance cost effective conversion of public transit fleets to alternative fuels.

Project Delivery, Finance & Innovation

SANBAG will advocate that innovative financing opportunities remain available for county transportation commissions to leverage local dollars, accelerate construction and job creation, and provide mobility options for the traveling public:

- Support the operations of the California Transportation Finance Authority.
- Monitor and, where appropriate, support studies of market-based pricing measures to relieve traffic congestion, improve air quality and/or fund transportation alternatives.
- Support legislative and/or administrative efforts to improve flexibility and use GARVEE bonds, funding such as "AB 3090 financing," and/or other available financing mechanisms to ensure that SANBAG is able to fully leverage State and Federal transportation funds during the State's current fiscal crisis.
- Support State policies that assure timely allocation of transportation revenue, including allocations of new funds available to the STIP process as soon as they are available.

SANBAG will work to ensure that existing innovative project delivery tools are available and effective:

- Support measures that aid in the successful implementation of design-build and public-private partnerships authorized under SB 2X 4 (Cogdill). Oppose legislation or administrative actions that add red-tape, duplicative reporting, or legal hurdles to design-build or public-private partnership projects. Oppose any budgetary action to reduce Caltrans staffing levels that would impede delivery of design-build or public-private partnerships.
- Support legislation to further expand the ability of county transportation commissions to utilize design-build and public-private partnerships on the state highway system.
- Support continued delegation to Caltrans of the National Environmental Policy Act (NEPA) oversight.

SANBAG will advocate for reforms to ensure projects are delivered faster with more coordination:

- Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.
- Work with the State administration to develop a formal State-level coordination effort with various social service programs to identify transportation needs and funding opportunities for the provision of social service transportation.

SANBAG will advocate for the tools to keep projects moving during state budget crises:

- Support legislation that provides local and regional transportation agencies maximum flexibility to keep projects moving forward in spite of State budget shortfalls and delay in passage of state budgets.
- Advocate for issues relating to housing, water and economic development as directed by the SANBAG Board of Directors.
- Support equitable funding for freeway landscaping.

In addition, SANBAG will:

- Support legislation or the development of administrative policies to permit a program credit for local funds spent to accelerate STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.
- Support current local program funding and flexibility of mobility projects, such as Freeway Service Patrol (FSP), ride-sharing and call boxes.
- Encourage a balanced and practical approach to livability and sustainability programs that meets the needs of communities of varying densities in San Bernardino County.

Transit & Commuter Rail

SANBAG will advocate that transit be funded as a vital service that improves mobility and helps meet federal and state mandates:

- Support legislation to ensure that funding for transit operations is commensurate with existing and new demands placed on public transit by air quality, greenhouse gas emissions and congestion management

programs and mandates, CalWORKS (welfare to work reform), and the Americans with Disabilities Act (ADA), including the use of social service funding sources.

- Support administrative financing/programming policies and procedures to assure an identified source of funding and an equitable distribution of the funding for bus and rail services in California.

SANBAG will advocate for a safe, funded, and growing rail system in Southern California:

- Support state funding for Positive Train Control (PTC).
- Support efforts to improve safety on the region's commuter rail system.
- Support legislation and/or budgetary actions to assure a fair share of intercity rail (provided to Amtrak, Metrolink or other operators) funding for Southern California and San Bernardino County.
- Support equitable treatment of the Metrolink system by the State, and recognition of Metrolink's high ridership from San Bernardino County.
- Monitor any legislation or administrative action related to the LOSSAN corridor to ensure SANBAG has a role in governance and operations of the corridor, as it relates to rail service on LOSSAN that also extends to San Bernardino County.
 - Ensure that SANBAG is not responsible for the costs of improvements to the LOSSAN corridor.
- Support the ADA provision that transit operators provide reasonable accommodations to persons with disabilities. Reasonable accommodations are best determined by local service providers and should be tailored to the specific needs of transit customers in a region.

High Speed Rail

SANBAG will advocate for high speed rail investment in San Bernardino County and connectivity with local and regional transit:

- Assure a SANBAG role in the planning for High Speed Rail (HSR) and advocate for the full evaluation of a I-215/HSR route designation.
- Advocate for priority for the L.A.-San Diego via the Inland Empire HSR route.
- Support policies that recognize the importance of commuter rail and transit connectivity to the success of HSR.

Air Quality

- Continue to support the protection of AB 2766 vehicle license fee funding in the South Coast Air Basin, the South Coast Air Quality Management District (SCAQMD), to the cities and the Mobile Source Air Pollution Reduction; Review Committee (MSRC); support MSRC's independence as a committee.
- Advocate that any new revenue derived from vehicle license fees in the South Coast Air Basin be allocated under the jurisdiction of the MSRC for transportation-related purposes.
- Oppose legislation or administrative action that would reduce SANBAG's share of Congestion Mitigation and Air Quality (CMAQ) funds, the direct allocation of such funds, or the flexibility to use such funds.
- Monitor implementation of AB 32 and SB 375, as well as any legislative amendments to either policy.

Goods Movement

- Support legislation that reduces freight-related impacts to San Bernardino County.
- Monitor any state container fee legislation to ensure:
 - San Bernardino County goods movement projects are funded; and
 - San Pedro Bay Ports are not placed at a competitive disadvantage that would harm the overall Southern California economy.

Coalitions

- Support the unity of the Southern California Consensus Group, Mobility 21, California Councils of Governments (CALCOG) in addition to the Self-Help Counties Coalition.

ATTACHMENT #2 - DRAFT
SANBAG's 2011 Federal Policy Platform

Funding

SANBAG will seek equitable funding levels for:

- Return of federal transportation dollars for California and San Bernardino County.

SANBAG will support funding for priorities including, but not limited to:

- Increasing federal investment in highways, transit, intercity and high-speed rail (HSR);
- Goods movement projects with public benefits;
- Intelligent Transportation Systems (ITS) and new technologies that maximize existing infrastructure;
- Airport ground access and other airport development needs in San Bernardino County;

SANBAG will advocate for the protection of current transportation revenues and the development of new ideas for increased national investment in infrastructure:

- Support analysis and consensus building efforts for potential new funding strategies for transportation.
- Support rewards, incentives, and leveraging for voter-approved local sales tax measures.
- Oppose efforts to eliminate or erode contract authority for the Highway Trust Fund and support efforts to maintain a principle that transportation-based revenue should be reserved only for transportation purposes.

Project Delivery & Innovation

SANBAG will advocate for reforms that will move projects faster, promote flexibility and innovation in financing, while respecting local control:

- Encourage the use of design-build and other procurement methodologies that will save time and money compared to traditional design-bid-build;
- Support legislation and/or administrative reforms that result in cost and time savings to get transportation projects to construction.
- Continue to streamline federal reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.
- Preserve the opportunity for regional transportation entities such as SANBAG to reduce congestion and maximize transportation investments through implementing pricing measures on federal-aid highways.
- Provide deference to local elected officials and entities responsible for providing a majority of funding for projects. Recognize and reward the investment by "self-help" entities by allowing them to expedite projects.
 - Allow local knowledge and control to govern pricing programs while providing general parameters to protect federal interests such as interstate commerce and public interests such as non-competition clauses.
- Seek federal authorization allowing states, where appropriate to pursue options to privatize various aspects of transportation to increase the efficiencies and effectiveness of their available resources through private sector participation.

Commuter Rail

SANBAG will advocate for policies that keep our rails safe and increase federal investment in commuter rail services:

- Support legislation to exempt commuter rail services operating within existing railroad right-of-way from federal new start and alternative analysis requirements in order to utilize federal funding.
- Support federal funding of Positive Train Control (PTC) and rail safety programs.
- Advocate that federal safety mandates and oversight responsibilities come with commensurate federal funding.
- Support the simplification of New Starts alternative analysis requirements for those transit projects in an existing, agency owned rail right-of-way.
- Advocate that public entities such as SANBAG be included in on-going federal policy discussions to raise the liability cap for commuter rail accidents.

Air Quality

SANBAG will vigorously protect funding sources that reduce congestion relief and air pollution related to the transportation sector, while asking the federal government to do its part:

- Support efforts to pursue funds to facilitate timely conversion of public sector fleets to alternative fuels to meet local, state and federal fleet conversion mandates.
- Support tax benefits and/or incentives for transportation demand management programs and alternative fuel programs to promote the use of alternate modes of transportation.
- Ensure that federal goods movement legislation considers and underscores federal responsibilities for both facilitation of interstate commerce, and regulation of interstate commerce in ways consistent with attainment of federal air quality standards and the intent of the National Environmental Policy Act (NEPA).
- At minimum, protect and preserve the amount and proportion of funding received by SANBAG and the South Coast Air Basin from the Congestion Management and Air Quality (CMAQ) program.
- Where politically viable, support efforts to increase the amount and proportion of CMAQ funds received by SANBAG and the South Coast Air Basin.
- Assure that CMAQ funding continues to be allocated directly to transportation commission's such as SANBAG and that the use of this funding program remain flexible and at the discretion of SANBAG.
- Encourage a balanced and practical approach to livability and sustainability programs that meets the needs of communities of varying densities in San Bernardino County.

Goods Movement

SANBAG will strongly advocate for federal investment in goods movement infrastructure, and policies that properly recognize Southern California and San Bernardino County's role as the nation's freight gateway:

- Support specialized funding for goods movement projects of national significance that are beyond the funding ability or responsibility of local and state transportation programs and budgets.
- Advocate that any federal goods movement program is funded at a level that is commensurate with national needs, recognizing the economic significance of a national freight system.

DRAFT

- Ensure that revenues generated by any fee that is levied on freight should be specifically designated to fund projects that mitigate congestion, air quality, and community impacts directly associated with the movement of cargo from the ports, and a clear causal relationship should exist between the freight system on which fees are levied and the impacts to be mitigated.
- Ensure that revenue collected on freight be administered in with the input of local and regional elected officials and entities impacted by freight movement. San Bernardino County should be included in any governance structure dealing with revenue from freight related to the San Pedro Bay Ports. Fees levied on freight should sunset once specified national and regional objectives are achieved.
- Support a national/regional freight movement plan with clearly defined ports, corridors, and inland improvement needs to provide for timely, reliable freight transport, timely implementation of freight-related strategies needed for attainment of federal health-based air quality standards, and mitigation or avoidance of freight-related impacts to communities.
- Revenue generated by a freight fee or other freight-related source must be firewalled from other federal funds in such a manner that prohibits diversions by the State or Federal governments or any other entity for any purpose other than goods movement and mitigating its impacts.
- Ensure that federal goods movement legislation imposes no unfunded mandates for administration or oversight regarding new revenue mechanisms.
- Support policies that create economic incentives for long-haul freight to be shifted to rail as much as possible.
- Support legislative or administrative policies that promote a distributed approach to airport development and usage of Southern California Logistics, San Bernardino International, and Ontario International airports.

High Speed Rail

- Encourage the federal government to establish a stable, reliable source of high-speed rail funding, to bring greater predictability and a longer-term vision to the high-speed rail projects across the country.
- Support policies that recognize the importance of commuter rail and transit connectivity to the success of High Speed Rail.

Energy

- Support legislation and administrative actions that enable the implementation of the Property Assessed Clean Energy (PACE) program and other incentives to develop renewable energy industries in San Bernardino County.
- Advocate that any federal revenue generated from taxes or fees on energy products used for transportation purposes be dedicated in large part, or in whole, to transportation uses.

Coalitions

SANBAG will continue to join forces with allies in the region and across the nation in support of common objectives in Washington:

- Support the unity of the Southern California Consensus Group.
- Continue to work with Coalition for America's Gateways and Trade Corridors (CAGTC) and Mobility 21 on a national freight system.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
 ■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 5

Date: November 10, 2010

Subject: Fiscal Year 2012 Federal Appropriations Process and Project Nominations

Recommendation:* Approve the federal appropriations project nominations as listed in Attachment #1.

Background: Each year, SANBAG adopts projects to present to our Congressional delegation for inclusion in the next fiscal year's Transportation Housing and Urban Development (THUD) Appropriations bill. This item recommends the projects for which SANBAG should seek appropriations from members of the San Bernardino County Congressional delegation.

It is unclear what the policies of the Democrat and Republican caucuses in the House and Senate will be towards "congressionally directed funding" (otherwise known as "earmarks") in the FY 2012 Appropriations bills. Adoption of a project list by SANBAG now will prepare the agency in case Members representing San Bernardino County decide to accept earmark requests. Typically, requests are made in January and February.

SANBAG's Congressional delegation includes Senator Feinstein, Senator Boxer, Congress Members Baca, Dreier, Lewis, McKeon, and Gary Miller.

*Approved
 Administrative Committee*

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

COG		CTC	x	CTA		SAFE		CMA	
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Check all that apply.

ADM1011b-AH

Attachment:

ADM1011b1-AH

In general, SANBAG staff recommends the Board maintain its appropriations project list from FY 2011 with a few minor changes to reflect recent success and current realities. sbX is removed from last year's list, as that project has now received its full \$75 million FTA Small Starts share of funding. In its place, staff recommends requesting funds for grade crossing improvements on the Redlands Rail Corridor. SANBAG transit staff sees this request as an opportunity to make needed safety improvements to existing grade crossings on the Redlands line that could be completed in advance of a future transit project on that corridor while also lowering the cost of the overall project.

The I-15/Nisqualli-La Mesa interchange project and the I-10 Corridor Cherry/Citrus interchange projects are no longer on the staff recommended list due to their full-funding status and their scheduled construction start date which precedes any potential availability of FY 2012 appropriations.

Consistent with SANBAG Board priorities over the last several years, the projects listed below are a package of projects on major interstate routes in San Bernardino County aimed at reducing regional congestion. Non-interstate projects in the High Desert reflect regional connectivity priorities that have been consistent with prior SANBAG actions. All projects in this recommendation are nearer-term projects that could obligate federal funds quickly. This is a significant concern, as there have been efforts in Congress recently to rescind unused transportation dollars.

FY2012 Federal Appropriations – Staff Recommendation

Congressional District	Project	Amount Requesting
Baca/Feinstein/Boxer	Metrolink 1 st Mile Extension	\$2 million
Baca/Lewis	I-215 Corridor South: Bi-County Project	\$4 million
Dreier/Lewis/Baca Feinstein/Boxer	I-15 Corridor: Devore Interchange Improvements	\$37 million
Dreier	I-15 Corridor: Base Line Interchange	\$5 million
Lewis	Needles Highway	\$5 million
Lewis	I-15 Corridor: Ranchero Rd. Interchange	\$5 million
Lewis	Victor Valley Corridor to Yucca Loma Bridge	\$5 million
Lewis	Redlands Rail: Grade Crossing Safety Improvements	\$5 million
McKeon/Feinstein/Boxer	High Desert Corridor/I-15 Interchange	\$5 million
Miller	SR-60: Central Avenue Interchange Improvements	\$6 million

Finally, it is important to note that the annual appropriations process is extremely competitive and that projects submitted to Congress for federal appropriations are typically smaller requests than projects submitted for the multi-year transportation authorization bill. Typically, earmarks are less than \$1 million. Projects with

broad political support in Congress can garner anywhere from \$5-10 million; however, this is rare.

Of note is the recommended request for \$37 million for the I-15/I-215 Devore Interchange. While it is not realistic to expect this level of funding from the regular appropriations process, the intent of this request is to point out to Congress the need to provide significant federal support for this project of national significance. The Devore interchange has long been SANBAG's number one regional priority project. SANBAG requested \$37 million from the TIGER II competitive grant program earlier this year; this request reflects the continued need for that amount of funding via any federal program, be it TIGER, appropriations, or a new authorization bill.

Support of Other Local Projects

During the appropriations season, SANBAG typically receives requests from member jurisdictions to support projects other than those adopted by the SANBAG Board. As project nominations are submitted to Congress for inclusion in the FY 2012 THUD bill, Congressional delegates may require that SANBAG verify if a project is listed in the Federal State Transportation Improvement Program and Regional Transportation Plan. If requested, SANBAG's process to provide letters on behalf of member jurisdictions will: (1) be provided for projects that are described in the federally adopted regional transportation plan; and (2) identify if a project is a SANBAG regional priority project or if it is a project of local need.

Financial Impact: This item has no financial impact to the SANBAG budget.

Reviewed By: This item has not had prior policy committee review.

Responsible Staff: Aaron Hake, Director of Legislative Affairs

SANBAG STAFF RECOMMENDATION FOR FEDERAL APPROPRIATIONS

FY 2012 Federal Appropriations Cycle

During recent SANBAG Board meetings, Board members have stressed the importance of advocating for federal funds in a systematic approach, particularly in cases where federal funds might be used to leverage state funds, such as Proposition 1B and Measure I monies. The federal appropriations process is just one opportunity to seek funds from the federal government and, typically, Congressional members would like the money to be expended during the year funds are allocated. Mindful of the Board's direction, and in preparation for the next appropriations cycle for federal Fiscal Year (FY) 2012, the following projects are recommended for inclusion in SANBAG's Federal Advocacy Plan:

FY 2012 Federal Appropriations – SANBAG Staff Recommendation

Congressional District	Project	Amount Requesting
Baca	Metrolink 1 st Mile Extension*	\$2 million
Baca/Lewis	I-215 Corridor South: Bi-County Project	\$4 million
Dreier/Lewis/Baca	I-15 Corridor: Devore Interchange Improvements*	\$37 million
Dreier	I-15 Corridor: Base Line Interchange	\$5 million
Lewis	Needles Highway	\$5 million
Lewis	I-15 Corridor: Ranchero Rd. Interchange	\$5 million
Lewis	Victor Valley Corridor to Yucca Loma Bridge	\$5 million
Lewis	Redlands Rail: Grade Crossing Safety Improvements	\$5 million
McKeon	High Desert Corridor/I-15 Interchange*	\$5 million
Miller	SR-60: Central Avenue Interchange Improvements	\$6 million

*These are priority projects for Feinstein/Boxer.

Minute Action

AGENDA ITEM: 6

Date: November 10, 2010

Subject: Repair and Stucco Fog-Coat the Exterior of the San Bernardino Santa Fe Depot

Recommendation:*

1. Award Contract C11014 – For the Repair and Stucco Fog-Coat to the Exterior of the San Bernardino Santa Fe Depot to the firm of Spectra Company in an amount not to exceed \$477,820 as identified in the Financial Impact Section.
2. Approve amendment to SANBAG Fiscal Year 2010/2011 budget to increase Task 0806 – Building Improvements – by \$521,299 to include \$417,039 in Federal FTA 5309 Grant Funds and \$104,260 in Rail Asset Revenue for a total Task budget of \$541,102.

Background: This is a new contract. In January 2008, the Board approved an agreement with Omnitrans, the designated grantee for Federal Transit Administration funds appropriated to the San Bernardino Valley, establishing SANBAG as a subgrantee for Section 5309 Bus and Bus Facilities funds authorized by SAFETEA-LU for improvements at the San Bernardino Santa Fe Depot. The agreement specifies SANBAG as the lead agency for projects receiving these grant funds. A total of \$417,039 of section 5309 funds have been appropriated for Depot projects. These federal funds will be matched with \$104,260 in Rail Asset Funds for a total grant amount of \$521,299.

*

Approved
Administrative Committee

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

X	COG	X	CTC		CTA		SAFE		CMA
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Check all that apply
 ADM1011a-DAB
 Attachment:
 C11014-cef

In September 2010 the Board authorized the release of an Invitation for Bids (IFB) seeking a highly qualified contractor to repair and stucco fog-coat the exterior of the Depot. The Depot continues to experience water penetration due to cracks, especially during heavy rains.

Staff released IFB C11014 on September 1, 2010. A mandatory pre-bid meeting and job walk was held on September 10, and six potential bidders attended. Staff responded to all questions submitted by potential bidders prior to the September 17 request for information deadline. Three firms – Prime Painting Contractors, Inc., Piana Construction & Painting, Inc., and Spectra Company – submitted bids prior to the September 27 bid deadline date.

The bid summary in Table 1 presents the bid amounts of all bids received by SANBAG. In order to be considered responsive, each bidder was required to conform to all material terms of the IFB and provide documentation describing previous restoration work on equally significant historic properties, which successfully applied the Secretary of the Interior's Standards for the Rehabilitation of Historic Properties.

TABLE 1		
Firm	Bid Amount	Responsive
Prime Painting Contractors, Inc.	\$740,000.00	No
Piana Construction & Painting, Inc.	\$444,027.00	No
Spectra Company	\$477,820.00*	Yes
* Lowest responsive, responsible bidder.		

The basis for award for this public works Contract is the lowest responsive and responsible bidder, and staff determined that Spectra Company was the responsive and responsible firm offering the lowest price. Two firms – Piana Construction & Painting, Inc., and Prime Painting Contractors, Inc. – were deemed non-responsive due to their failure to provide documentation describing previous restoration work on equally significant historic properties, which successfully applied the Standards.

The amount of the contract with Spectra Company is \$477,820.00. Spectra Company has provided historic restoration on National Registered Landmarks such as the Los Angeles Bob Hope Patriotic Hall, Hollywood Pantages Theatre, Pasadena Frank Lloyd Wright's Ennis House and many others.

Financial Impact: This item is not consistent with the current SANBAG Fiscal Year 10/11 Budget. Staff recommends approval of a budget amendment under task 0806 – Building Improvements - to include \$417,039 in Federal FTA 5309 Grant Funds and \$104,260 in Rail Asset Revenue for a total of \$521,299 in accordance with the previously approved agreement with Omnitrans. This will create a total budget of \$541,102 for Task 0806 – Building Improvements.

Reviewed By: This item is scheduled for review and approval by the Administrative Policy Committee on November 10, 2010. The Contract has been submitted to SANBAG legal counsel for review and approval.

Responsible Staff: Duane A. Baker, Director of Management Services

SANBAG Contract No. C11014
 by and between San Bernardino Associated Governments and
Spectra Company to
Repair and Stucco Fog-Coat the Exterior of the San Bernardino Santa Fe Depot

FOR ACCOUNTING PURPOSES ONLY							
<input checked="" type="checkbox"/> Payable <input type="checkbox"/> Receivable	Vendor Contract # _____ Vendor ID _____	Retention: <input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Original <input type="checkbox"/> Amendment				
Original Contract: \$ <u>477,820</u>		Previous Amendments \$ <u>0</u>					
		Previous Amendments \$ <u>0</u>					
Contingency / Allowance Amount \$ <u>0</u>		Contingency / Allowance Total:					
		Current Amendment: \$ <u>0</u>					
		Current Amendment Contingency / Allowance: \$ <u>0</u>					
Contingency Amount requires specific authorization by Task Manager prior to release.							
Contract TOTAL ►						\$ <u>477,820</u>	
* Funding sources remain as stated on this document unless and until amended by proper authority. Funding sources are those which are ultimately responsible for the expenditure.							
▼ Include funding allocation for the original contract or the amendment							
Main Task/Project	Level 1	Level 2	Cost Code/ Object	Grant ID/ Supplement	Funding Sources/ Fund Type (Measure I, STP, CMAQ, etc.)	Amounts for Contract Total or Current Amndmnt Amt	
0806	01	0806	56100	2130	FTA 5309	\$ 382,256	
0806	01	0806	56100	1080	Rail Asset Revenue	\$ 95,564	
_____	_____	_____	_____	_____	_____	\$ _____	
_____	_____	_____	_____	_____	_____	\$ _____	
Original Board Approved Contract Date:				12/1/10	Contract Start: 12/1/10		Contract End: 12/1/11
New Amend. Approval (Board) Date:				_____	Amend. Start: _____		Amend. End: _____
Allocate the Total Contract Amount or Current Amendment amount between Approved Budget Authority in the current year and Future Fiscal Year(s) Unbudgeted Obligation .							
Approved Budget Authority ►		Fiscal Year: <u>10/11</u> \$ <u>477,820</u>		Future Fiscal Year(s) – Unbudgeted Obligation ►		\$ _____	
<input checked="" type="checkbox"/> Budget authority for this contract currently exists in Task No. <u>80611000</u> (C-Task may be used here.).							
<input checked="" type="checkbox"/> A budget amendment is required. A Budget Amendment Request is attached.							

CONTRACT MANAGEMENT	
Check all applicable boxes:	
<input type="checkbox"/> Intergovernmental <input type="checkbox"/> Private	<input checked="" type="checkbox"/> Federal Funds <input checked="" type="checkbox"/> State/Local Funds
<input type="checkbox"/> Disadvantaged Business Enterprise (DBE)	<input type="checkbox"/> Underutilized DBE (UDBE)

Task Manager: Duane A. Baker	Contract Manager: Colleen Franco
Task Manager Signature	Contract Manager Signature
Date <u>11/3/10</u>	Date <u>11/3/10</u>
Chief Financial Officer Signature	Date <u>11/2/10</u>

Contract No. C11014
By and Between
SAN BERNARDINO ASSOCIATED GOVERNMENTS
and
Spectra Company
for
REPAIR AND STUCCO FOG-COATING TO THE EXTERIOR OF THE SAN
BERNARDINO SANTA FE DEPOT

THIS Contract, is effective December 1, 2010, by and made by and between San Bernardino Associated Governments (referred to hereinafter as "AUTHORITY"), and Spectra Company (referred to hereinafter as "Contractor").

ARTICLE I. ---WITNESSETH, That for and in consideration of the payments and agreements hereinafter mentioned, to be made and performed by AUTHORITY, and under the conditions expressed in the Performance Bond and Payment Bond, bearing even date with these present, and hereunto annexed, the said Contractor agrees with AUTHORITY, at the Contractor's own proper cost and expense, to do all the work and furnish all the materials, except such as are mentioned in the specifications to be furnished by AUTHORITY, necessary to construct and complete in a good, workmanlike and substantial manner and to the satisfaction of AUTHORITY, the work described in the special provisions and the project plans described below, including any addenda thereto, referred to and by such reference made a part hereof.

This Contract, includes Section 2.0, "General Terms and Conditions" and Section 3.0 "Specific Terms and Conditions" as identified in IFB C11014, Project Plans dated September 1, 2010 and Special Provisions dated September 1, 2010, and all exhibits and other documents incorporated herein and made applicable by this reference constitutes the complete and exclusive statement of the terms and conditions of this Contract between the AUTHORITY and Contractor for the work specified. This Contract supersedes all prior representations, understanding and communications between AUTHORITY and Contractor. The invalidity in whole or part of any term or condition of this Contract shall not affect the validity of other terms or conditions.

ARTICLE II. ---AUTHORITY hereby promises and agrees with the said Contractor to employ, and does hereby employ, the said Contractor to provide materials to do the work according to the terms and conditions herein contained and referred to, for the prices hereinafter set forth, and hereby contracts to pay the same at the time, in the manner and upon the conditions herein set forth; and the said parties for themselves, their heirs, executors, administrators, successors and assigns, do hereby agree to the full performance of the covenants herein contained.

ARTICLE III. ---General Wage Rates – The Secretary of Labor (as set forth in Davis-Bacon Act, 40 USC 267a et. Seq., general prevailing wage rates most current edition at the date of the Bid opening are hereby made a part of this Contract. It is further expressly agreed by and between the parties hereto that should there be any conflict between the

terms of this instrument and the Bid or Bid of said Contractor, then this instrument shall control and nothing herein shall be considered as an acceptance of the said terms of said 0Bid conflicting herewith. In addition to the foregoing, the Contractor agrees to comply with the Federal Contract Work Hours and Safety Standards Act (40 USC 327-333), and the Copeland Regulations of the Secretary of Labor (29 CFR 3), which are incorporated herein by reference.

ARTICLE IV. ---By my signature hereunder, as Contractor, I certify that I am aware of the provisions of Section 3700 of the Labor Code which require every employer to be insured against liability for worker's compensation or to undertake self insurance in accordance with the provisions of that code, and I will comply with such provisions before commencing the performance of the work of this contract.

ARTICLE V. --- Payment - Contractor agrees to receive and accept the following prices as full compensation for (1) furnishing all materials and for doing all the work contemplated and embraced in this agreement; (2) all loss or damage, arising out of the nature of the work aforesaid, or from the action of the elements, or from any unforeseen difficulties or obstructions which may arise or be encountered in the prosecution of the work until its acceptance by AUTHORITY, and for all risks for this Project. CONTRACT NO. C11014 description connected with the work; (3) all expenses incurred by or in consequence of the suspension or discontinuance of work and; (4) well and faithfully completing the work, and the whole thereof, in the manner and according to the plans and specifications, and the requirements of the Engineer under them, to wit:

SAN BERNARDINO ASSOCIATED GOVERNMENTS
1170 WEST THIRD STREET
SAN BERNARDINO, CALIFORNIA 92410-1715
SECTION 4.0 FORMS
IFB-C11014

PAGE 67

Repair and Stucco Fog-Coating to the Exterior of the San Bernardino Santa Fe Depot

BID SIGNATURE PAGE

BID PRICING COVER SHEET (REQUIRED)

PLEASE ATTACH TO THE FRONT OF THE CONTRACTORS BID PRICING LIST

By my signature on this Bid, I certify, under penalty of perjury under the laws of the State of California, that the statements within the foregoing Bid, including, without limitation, the questionnaire and statements provided for in Public Contract Code Sections 10162, 10232 and 10295.1 are true and correct and that the Bidder has complied with the requirements of Section 8103 of the Fair Employment and Housing Commission Regulations (Chapter 5, Title 2 of the California Code of Administrative Regulations). I declare under penalty of perjury that the foregoing is true and correct. This declaration executed in California, at (place) on (date).

Business Type: (Check only one) Corporation ☒ Partnership _____ Sole Proprietorship _____

Bid and Certification submitted by: Spectra Company

Company Name

SIGN HERE

Signature of Bidder

Ann Dresselhaus - CEO

Print Name and Title

Note:

If the Bidder is a corporation, the legal name of the corporation shall be set forth above with the signature of the officers authorized to sign contracts on behalf of the corporation. If Bidder is a co-partnership, the true name of the firm shall be set forth above together with the signature of the partner or partners authorized to sign contracts in behalf of the co-partnership; and if Bidder is an individual, his signature shall be placed above. If signature is by an agent, other than an officer of a corporation or member of a partnership, a Power of Attorney must be on file with the San Bernardino Associated Governments prior to opening of Bids or submitted with Bid; otherwise, the Bid will be disregarded as irregular and unauthorized.

2510 Supply Street - Pomona, Ca 91767

Business Address

2510 Supply Street - Pomona, CA 91767

Place of Business

909-599-0760

Business Telephone No.

909-599-7762

Fax No.

Ann Dresselhaus

Contact Person

909-599-0760 x103

Phone No.

TOTAL LUMP SUM BID AMOUNT

\$ 477,820.00

Please attach an itemized cost list as specified in Section 3.0 Number 27.

ARTICLE VI. ---Period of Performance- The undersigned agrees to complete the work within a one year (365 days) Contract Term.

ARTICLE VII. ---Contract Term -The undersigned hereby certifies that he is currently the holder of a valid license as a contractor in the State of California and that the license is the correct class of license for the work described in the project plans and

specifications.

ARTICLE VIII - Indemnification - The Contractor agrees to indemnify, defend and hold harmless AUTHORITY, and their authorized offices, employees, and agents from any and all claims, actions, losses, damages, and/or liability arising out of this contract from any cause whatsoever, including the acts errors or omissions of any person and for any costs or expenses incurred by AUTHORITY, and their authorized officers, employees, and agents on account of any claim therefore, except where such indemnification is prohibited by law.

ARTICLE IX Insurance - Without in anyway affecting the indemnity herein provided and in addition thereto the Contractor shall, at the Contractor's expense, procure and maintain insurance on all of its operations with companies acceptable to AUTHORITY as follows. All insurance shall be kept in full force and effect from the beginning of the work through final acceptance by AUTHORITY. In addition, the Contractor shall maintain completed operations coverage with a carrier acceptable to AUTHORITY through the expiration of the patent deficiency in construction statute of repose set forth in Section 337.1 of the Code of Civil Procedure. The policies shall be written by a California admitted carrier with a Best's rating of A- and Class VII or better.

Workers' Compensation and Employer's Liability Insurance – Workers' Compensation insurance shall be provided in an amount and form to meet all applicable requirements of the Labor Code of the State of California and/or the requirements of Union Pacific Railroad. Employer's Liability Insurance shall be provided in amounts not less than:
(a) \$1,000,000 for each accident for bodily injury by accident. (b) \$1,000,000 policy limit for bodily injury by disease. (c) \$1,000,000 for each employee for bodily injury by disease. The policy must contain the following endorsement, which must be stated on the certificate of insurance: · Alternate Employer endorsement ISO form WC 00 03 01 A (or a substitute form providing equivalent coverage) showing the Union Pacific Railroad in the schedule as the alternate employer (or a substitute form providing equivalent coverage).

Liability Insurance – The Contractor shall carry General Liability and Umbrella or Excess Liability Insurance covering all operations by or on behalf of the Contractor providing insurance for bodily injury liability, and property damage liability for the limits of liability indicated below and including coverage for:

(a) premises, operations and mobile equipment. (b) products and completed operations. (c) broad form property damage (including completed operations). (d) explosion, collapse and underground hazards. (e) personal injury. (f) contractual liability.

Liability Limits/Additional Insureds - Insurance shall be written on ISO occurrence form 00 01 12 04 (or a substitute form providing equivalent coverage). · Designated Construction Project(s) General Aggregate Limit ISO Form CG 25 03 03 37 form providing equivalent coverage) showing the project on the form schedule. The limits of liability shall be at least:

(a) \$5,000,000 for each occurrence (combined single limit for bodily injury and property damage). (b) \$2,000,000 aggregate for products-completed operations. (c) \$10,000,000

general aggregate. This general aggregate limit shall apply separately to the Contractor's work under this Agreement. (d) \$5,000,000 umbrella or excess liability. Umbrella or excess policy shall include products liability completed operations coverage and may be subject to \$5,000,000 or \$15,000,000 aggregate limits. Further, the umbrella or excess policy shall contain a clause stating that it takes effect (drops down) in the event the primary limits are impaired or exhausted.

AUTHORITY, and their authorized officers, employees, agents and volunteers, shall be named as additional insureds under the General Liability and Umbrella Liability Policies with respect to liability arising out of or connected with work or operations performed by or on behalf of the Contractor under this contract. Coverage for such additional insureds shall not extend to liability:

- (1) arising from any defective or substandard condition of the building which existed at or prior to the time the Contractor commenced work, unless such condition has been changed by the work or scope of the work requires the Contractor to maintain existing Roadway facilities and the claim arises from the Contractor's failure to maintain; or
- (2) for claims occurring after the work is completed and accepted unless these claims are directly related to alleged acts or omissions of the Contractor which occurred during the course of the work; or
- (3) to the extent prohibited by Section 11580.04 of the Insurance Code.

The policy shall stipulate that the insurance afforded the additional insureds shall apply as primary insurance. Any other insurance or self insurance maintained by AUTHORITY will be excess only and shall not be called upon to contribute with this insurance. Such additional insured coverage shall be provided by a policy provision or by an endorsement providing coverage at least as broad as Additional Insured (Form B) endorsement form CG 2010, as published by the Insurance Services Office (ISO).

Automotive Liability Insurance – The Contractor shall carry automobile liability insurance, including coverage for all owned, hired and non-owned automobiles. The primary limits of liability shall not be less than \$5,000,000 combined single limit each accident for bodily injury and property damage. The umbrella or excess liability coverage required under Article IX "Liability Limits/Additional Insureds," shall also apply to automobile liability. The policy must contain the following endorsements, which must be stated on the certificate of insurance: · Coverage for Certain Operations in Connection with Railroads ISO form CA 20 70 10 01 (or a substitute form providing equivalent coverage) showing "Union Pacific Railroad Company Property" as the Designated Job Site. · Motor Carrier Act Endorsement-Hazardous materials clean up (MCS-90) if required by law.

Waiver of Subrogation Rights - Contractor shall require the carriers of the above required coverage's to waive all rights of subrogation against AUTHORITY, and their authorized officers, employees, agents and volunteers, contractors and subcontractors. This waiver must be stated on the certificate of insurance.

Commercial General Liability policy form No. CG0001 as published by the Insurance

Services Office (ISO) or under a policy form at least as broad as policy form No. CG0001.

Evidence of insurance in a form acceptable to AUTHORITY, including the required "additional insured" endorsements, shall be furnished by the Contractor to AUTHORITY at or prior to the pre-construction conference. The evidence of insurance shall provide that there will be no cancellation, lapse, or reduction of coverage without thirty (30) days' prior written notice to AUTHORITY. Certificates of Insurance, as evidence of required insurance, for the General Liability, Auto Liability and Umbrella-Excess Liability policies shall set forth deductible amounts applicable to each policy and all exclusions which are added by endorsement to each policy. AUTHORITY may expressly allow deductible clauses, which it does not consider excessive, overly broad, or harmful to interests of AUTHORITY. Standard ISO form No. CG0001 or similar exclusions will be allowed provided they are not inconsistent with the requirements of this section. Allowance of any additional exclusion is at the discretion of AUTHORITY. Regardless of the allowance of exclusions or deductions by AUTHORITY, the Contractor shall be responsible for any deductible amount and shall warrant that the coverage provided to AUTHORITY is consistent with the requirements of this section.

Enforcement – AUTHORITY may take any steps as are necessary to assure Contractor's compliance with its obligations. Should any insurance policy lapse or be canceled during the contract period the Contractor shall, within thirty (30) days prior to the effective expiration or cancellation date, furnish AUTHORITY with evidence of renewal or replacement of the policy. Failure to continuously maintain insurance coverage as herein provided is a material breach of contract. In the event the Contractor fails to maintain any insurance coverage required, AUTHORITY may, but is not required to, maintain this coverage and charge the expense to the Contractor or terminate this Agreement. The required insurance shall be subject to the approval of AUTHORITY, but any acceptance of insurance certificates by AUTHORITY shall in no way limit or relieve the Contractor of the Contractor's duties and responsibilities under the Contract to indemnify, defend and hold harmless AUTHORITY, and their authorized officers, employees, and agents. Insurance coverage in the minimum amounts set forth herein shall not be construed to relieve the Contractor for liability in excess of such coverage, nor shall it preclude AUTHORITY from taking other actions as is available to it under any other provision of the contract or law. Failure of AUTHORITY to enforce in a timely manner any of the provisions of this section shall not act as a waiver to enforcement of any of these provisions at a later date.

Miscellaneous – Nothing contained in the Contract is intended to make the public or any member thereof a third party beneficiary of the Insurance or Indemnity provisions of the Contract, nor is any term, condition or other provision of the Contract intended to establish a standard of care owed to the public or any member thereof.

ARTICLE X. - Bonds ---The Contractor agrees to furnish AUTHORITY with a satisfactory Payment Bond in an amount equal to one hundred percent (100%) of the contract amount and a Performance Bond in an amount equal to one hundred percent

(100%) of the contract amount. These bonds shall be secured from a surety company or companies satisfactory to AUTHORITY and shall remain in force and effect for a period of one year following the date of filing of Notice of Completion. If the contract price is increased in connection with a Change Order, the AUTHORITY may, in its sole discretion, require a corresponding increase in the amount of the Performance and Payment bonds or new bonds covering the Change Order Work.

ARTICLE XI. ---If any legal action is instituted to enforce or declare any party's rights hereunder, each party, including the prevailing party, must bear its own costs and attorneys' fees. This paragraph shall not apply to those costs and attorneys' fees directly arising from any third party legal action against a party hereto and payable under Article VIII, Indemnification.

ARTICLE XII. ---The parties acknowledge and agree that this Contract was entered into and intended to be performed in whole or substantial part in San Bernardino County, California. The parties agree that the venue for any action or claim brought by any party to this Agreement will be the Central District of San Bernardino County. Each party hereby waives any law or rule of court, which would allow them to request or demand a change of venue. If any action or claim concerning this Agreement is brought by any third party, the parties hereto agree to use their best efforts to obtain a change of venue to the Central District of San Bernardino County.

ARTICLE XIII – Order of Precedence- Conflicting provisions hereof, if any, shall prevail in the following descending order precedence: (1) the provisions of this Contract, including all exhibits and attachments; (2) the provisions of IFB 11- 004, including any and all Addenda; (3) the bid submitted to AUTHORITY by Contractor in response to said IFB; and (4) any other documents cited herein or incorporated by reference. In the event of conflicting provisions between the specifications, special provisions and drawings, the specifications take precedence.

ARTICLE XIV. – Contractor warrants that in the performance of this Contract it shall comply with all applicable federal, state and local laws, statutes and ordinances and all lawful orders, rules and regulations promulgated hereunder.

ARTICLE XV. – In connection with its performance under this Contract, Contractor agrees that it shall not discriminate against any employee or applicant for employment because of race, religion, color, sex, age or national origin. Contractor shall take affirmative action to ensure that applicants are employed and that employees are treated during their employment, without regard to their race, religion, color, sex or national origin. Such actions shall include, but not be limited to, the following: employment upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination, rates of pay or other forms of compensation and selection for training, including apprenticeship.

ARTICLE XVI. – The originals of all letters, documents, reports and other products and

date produced under this Contract shall be delivered to, and become the property of the AUTHORITY. Copies may be made for Contractor's records but shall not be furnished to others without written authorization from AUTHORITY.

ARTICLE XVII. - AUTHORITY and Contractor shall provide under this Contract, a safe, healthy work environment free from the influence of drugs or alcohol. Failure to comply with this Article may result in non- payment or termination of this Contract.

ARTICLE XVIII. – Any and all notices permitted or require to be given hereunder shall be deemed duly given 9a) upon actual delivery, if delivery is personally made; (b) upon delivery into the US Mail if delivery is by postage paid and certified mail, fax, or private courier. Each such notice shall be sent to the respective party at the address indicated below:

To Contractor:

To AUTHORITY: San Bernardino Associated Governments 1170 W. Third Street, 2nd Floor San Bernardino, CA 92410 Attention; Colleen Franco.

ARTICLE XIX- CONVICT LABOR-

In connection with the performance of work under this Contract, Contractor agrees not to employ any person undergoing sentence of imprisonment at hard labor. This does not include convicts who are on parole or probation.

ARTICLE XX. - SEISMIC SAFETY REQUIREMENTS

Contractor agrees that any new building or addition to an existing building will be designed and constructed in accordance with the standards for Seismic Safety required in DOT's Seismic Safety Regulations 49 CFR Part 41 and will certify to compliance to the extent required by the regulation. Contractor shall ensure that all work performed under this Agreement including work performed by a subcontractor is in compliance with the standards required by the Seismic Safety Regulations and the certification of compliance issued on the project.

ARTICLE XXI - RECYCLED PRODUCTS

Contractor shall comply with all the requirements of Section 6002 of the Resource Conservation and Recovery Act (RCRA), as amended (42 U.S.C. 6962), including but not limited to the regulatory provisions of 40 CFR Part 247, and Executive Order 12873, as they apply to the procurement of the items designated in subpart B of 40 CFR Part 247. Contractor agrees to include this requirement in all of its subcontracts.

ARTICLE XXII. - ENERGY CONSERVATION REQUIREMENTS

Contractor shall comply with mandatory standards and policies relating to energy efficiency, which are contained in the state energy conservation plan issued in compliance with the Energy Policy Conservation Act.

ARTICLE XXIII. -CLEAN AIR

CONTRACTOR shall comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. §§ 7401 et seq. CONTRACTOR shall report each violation to AUTHORITY, who will in turn, report each violation as required to assure notification to FTA and the appropriate EPA Regional Office. CONTRACTOR agrees to include this requirement in each subcontract exceeding \$100,000.

ARTICLE XXIV. - CLEAN WATER REQUIREMENTS

CONTRACTOR shall comply with all applicable standards, orders or regulations issued pursuant to the Federal Water Pollution Control Act, as amended, 33 U.S.C. 1251 et seq. CONTRACTOR shall report each violation to AUTHORITY and understands and agrees that the AUTHORITY who will in turn, report each violation as required to assure notification to FTA and appropriate EPA Regional Office. CONTRACTOR agrees to include this requirement in each subcontract exceeding \$100,000.

ARTICLE XXV. - TRANSPORTATION OF EQUIPMENT, MATERIALS OR COMMODITIES BY OCEAN VESSEL

A. CONTRACTOR shall utilize privately owned United States-flag commercial vessels to ship at least 50% of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners and tankers) involved, whenever shipping any equipment, materials or commodities pursuant to this section, to the extent such vessels are available at fair and reasonable rates for United States-flag commercial vessels.

B. CONTRACTOR shall furnish within twenty (20) working days following the date of loading for shipments originating within the United States, or within thirty (30) working days following the date of loading for shipping originating outside the United States, a legible copy of a rated, "on-board" commercial ocean bill-of lading in English for each shipment of cargo described in paragraph A of this Article to AUTHORITY (through the prime CONTRACTOR in the case of subcontractor bills-of-lading) and to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590, marked with appropriate identification of the project.

ARTICLE XXVI. - BUY AMERICA

A. CONTRACTOR is directed to the "Buy America" requirements of the Surface Transportation Assistance Act of 1982 (Section 165) and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) Sections 1041(a) and 1048(a) and the regulations adopted pursuant thereto. In conformance with the law and regulations, all manufacturing processes for steel and iron materials furnished for incorporation into the work on this Project shall occur in the United States; with the exception that pig iron and processed, pelletized and reduced iron ore manufactured outside of the United States may be used in domestic manufacturing process for such steel and iron materials. The application of coatings, such as epoxy coating, galvanizing, painting, and other coating that protects or enhances the value of steel or iron materials shall be considered a manufacturing process subject to the "Buy America" requirements.

B. A Certificate of Compliance, conforming to the provisions of this Article shall be furnished for steel and iron materials. The certificates, in addition to certifying that the materials comply with the specifications, shall specifically certify that all manufacturing processes for the materials occurred in the United States, except for the exceptions listed herein.

C. The requirements imposed by law and regulations do not prevent a minimal use of foreign steel and iron materials of the total combined cost of the materials used does not exceed one-tenth of one percent (0.1 percent) of the total contract cost or \$2,500, whichever is greater. CONTRACTOR shall furnish the AUTHORITY acceptable documentation of the quantity and value of the foreign steel and iron prior to incorporating the materials in the work.

ARTICLE XXVII. - FLY AMERICA REQUIREMENTS

CONTRACTOR agrees to comply with 49 U.S.C. 40118 (the "Fly America" Act) in accordance with the General Services Administration's regulations at 41 CFR Part 301-10, which provide that recipients and sub recipient of Federal funds and their contractors are required to use U.S. Flag air carriers for U.S. Government-financed international air travel and transportation of their personal effects or property, to the extent such service is available, unless travel by foreign air carrier is a matter of necessity, as defined by the Fly America Act. CONTRACTOR shall submit, if a foreign air carrier was used, an appropriate certification or memorandum adequately explaining why service by a U.S. flag air carrier was not available or why it was necessary to use a foreign air carrier and shall, in any event, provide a certificate of compliance with the Fly America

requirements. CONTRACTOR agrees to include the requirements of this section in all subcontracts that may involve international air transportation.

ARTICLE XXVIII – PRIVACY ACT

Contractor shall comply with, and assures the compliance of its employees with, the information restrictions and other applicable requirements of the Privacy Act of 1974, 5 USC 552a. Among other things, Contractor agrees to obtain the express consent of the Federal Government before Contractor or its employees operate a system of records on behalf of the Federal Government. Contractor understands the requirements of the Privacy Act, including the civil and criminal penalties for violation of that Act, apply to those individuals involved and that failure to comply with the terms of the Privacy Act may result in termination of the Contract.

Article XIX- FEDERAL CHANGES

Contractor shall at all times comply with FTA regulations, policies, procedures and directives, including without limitation those listed directly or by reference in the agreement between AUTHORITY and FTA, as they may be amended or promulgated from time to time during this Contract. Contractor's failure to comply shall constitute a material breach of this Contract.

ARTICLE XXX. - USE AND POSSESSION TO COMPLETION

AUTHORITY shall have the right to take possession of or use any completed or partially completed part of the work. Prior to such possession or use, AUTHORITY shall furnish CONTRACTOR an itemized list of work remaining to be performed or corrected on such portions of the project as are to be possessed or used by AUTHORITY, provided that failure to list any item of work shall not relieve CONTRACTOR of responsibility for compliance with the terms of this Agreement. Such possession or use shall not be deemed an acceptance of any work under this Agreement. While AUTHORITY has such possession or use, CONTRACTOR shall be relieved of the responsibility for the loss or damage to the work resulting from AUTHORITY's possession or use. If such prior possession or use by AUTHORITY delays the progress of the work or causes additional expense to CONTRACTOR, an equitable adjustment in the Agreement price or the time of completion will be made and the Agreement shall be modified in writing accordingly.

ARTICLE XXXI. - PROHIBITED INTERESTS

A. Contractor covenants that, for the term of this Agreement, no director, officer or employee of AUTHORITY, during his/her tenure in office or for one (1) year thereafter, shall have any interest, direct or indirect, in this Agreement or the proceeds thereof.

B. No member of or delegates to the Congress of the United States shall have any interest, direct or indirect, in this Agreement or the benefits thereof.

ARTICLE XXXII. - FORCE MAJEURE

Either party shall be excused from performing its obligations under this Agreement during the time and to the extent that it is prevented from performing by an unforeseeable cause beyond its control, including but not limited to: any incidence of fire, flood; acts of God; commandeering of material, products, plants or facilities by the federal, state or local government; national fuel shortage; or a material act or omission by the other party; when satisfactory evidence of such cause is presented to the other party, and provided further that such nonperformance is unforeseeable, beyond the control and is not due to the fault or negligence of the party not performing.

IN WITNESS THEREOF, the parties hereto have caused this contract to be executed on the day and year first above written.

San Bernardino Associated Governments

By: _____
Brad Mitzelfelt
President, SANBAG Board of Directors

Date: _____

Contractor

By: _____

Date: _____

License Number: _____

Federal Employer
Identification Number: _____

Approved As To Form:

Jean-Rene Basle SANBAG Counsel

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 7

Date: November 10, 2010

Subject: Final Encumbrances for FY 2009-2010

Recommendation: Approve final encumbrances in the amount of \$196,779,033, listed in Table 1, to be formally incorporated into SANBAG's 2010-2011 Budget.

Background: SANBAG's Budget for Fiscal Year 2010-2011 for new activity was adopted by the Board of Directors on June 2, 2010. The encumbrances (funding related to unperformed contracts for goods or services from the previous Fiscal Years) are presented for approval to be formally incorporated into SANBAG's FY 2010-2011 Budget.

The following attachment provides a summary of task activities, by task manager, that will have an encumbrance carried over and added to the previously approved budget.

Financial Impact: Encumbrances totaling \$196,779,033 (Table 1) will be formally incorporated into SANBAG's FY 2010-2011 Budget.

Reviewed By: This item is scheduled for review by the Administrative Committee on November 10, 2010.

Responsible Staff: William Stawarski, Chief Financial Officer

Approved
Administrative Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

COG	X	CTC	X	CTA	X	SAFE	X	CMA	X
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Check all that apply.

ADM1011b-cac

ISF11

Table 1

FY 2010/2011 Encumbrances

TASK	TASK DESCRIPTION	TOTAL	TASK MANAGER
<u>Indirect</u>			
IAF10	Indirect W/ Parsons Allocation	\$ 94,579	W Stawarski
IAM10	Indirect Management Services	165,005	D Baker
ISF10	Indirect General	51,690	W Stawarski
<u>Air Quality & Traveler Services</u>			
40610000	Rideshare Management	404,104	Air Quality & Traveler Services
70210000	Call Box System	38,208	Air Quality & Traveler Services
70410000	Freeway Service Patrol	14,857	Air Quality & Traveler Services
70610000	Intelligent Trans Systems	21,355	Air Quality & Traveler Services
<u>General - Council of Governments Support Program</u>			
49010000	Council of Govt's New Initiatives	750,189	D Baker
50310000	Legislation	14,709	J Franco
80610000	Building Improvements	1,174	D Baker
94210000	Financial Management	225,606	D Baker
<u>Major Project Delivery Program</u>			
81510000	Measure I Program Mgmt	826,358	G Cohoe
82010000	SR 210 Final Design	8,527	G Cohoe
82210000	SR 210 Right of Way	281,337	G Cohoe
82410000	SR 210 Construction	2,519,608	G Cohoe
82510000	I-10 Corridor Proj. Development	3,059,488	G Cohoe
82610000	I-10 Cherry & Citrus Off Ramps	325,349	G Cohoe
83410000	I-215 Final Design	45,485	G Cohoe
83610000	I-215 Right of Way Acquisition	12,605,094	G Cohoe
83810000	I-215 Construction	11,293,582	G Cohoe
83910000	I-215 Bi-County HOV Gap Clos.	895,054	G Cohoe
84010000	I-215 Barton Road Interchange	8,029	G Cohoe
84110000	I-10 Riverside Interchange	5,889,085	G Cohoe
84210000	I-10 Tippecanoe Interchange	1,647,504	G Cohoe
84310000	I-10 Live Oak Canyon	57,892	G Cohoe
84510000	Mt Vernon/Washington Inter.	481,318	G Cohoe
85010000	Alternative Project Financing	332,365	G Cohoe
86210000	I-10 Westbound Lane Addition	509,595	G Cohoe
86910000	Glen Helen Parkway Grade Sep	239,595	G Cohoe
87010000	Hunts Lane Grade Separation	685,731	G Cohoe
87110000	State St./Univ. Pkwy Grade Sep	204,077	G Cohoe
87210000	Ramona Grade Separation	207,827	G Cohoe
87410000	Palm Avenue Grade Separation	6,925	G Cohoe
87610000	Milliken Ave Grade Separation	157,342	G Cohoe

87710000	Vineyard Ave Grade Separation	256,243	G Cohoe
87810000	Archibald Ave Grade Separation	272,873	G Cohoe
87910000	Colton Crossing BNSF/UPRR	1,097,501	G Cohoe
88010000	I-15/I-215 Devore Interchange	61,891	G Cohoe
88110000	Lenwood Road Grade Separation	1,563,584	G Cohoe
88210000	North Milliken Ave Grade Sep	37,828	G Cohoe
96010000	Sales Tax Rev Note 2009A Issue	22,941,957	W Stawarski

Transit & Passenger Rail Program

31610000	Barstow/County Transit	420,000	M Alderman
31910000	Social Service Trans Plan	16,069	M Alderman
35210000	General Commuter Rail	35,504	M Alderman
37710000	Commuter Rail Operating Exp.	285,313	M Alderman
37910000	Commuter Rail Capital Expense	20,317,839	M Alderman
38110000	Gold Line Phase II	43,492	M Alderman
50110000	Fed Transit Act Programming	24,280	M Alderman

Transportation Fund Administration Program

50210000	TDA Administration	24,274	M Alderman
50410000	Measure I Admin - Valley	22,087,237	W Stawarski
50510000	MSI Admin-Mt/Desert Gen	5,572,803	D Baker
50610000	LTF	31,488,485	M Alderman
50710000	STAF	43,425,302	M Alderman

Transportation Planning & Programming Program

20210000	Trans Modeling & Forecasting	200,000	T Schuiling
40410000	Subregional Trans. Planning	62,500	T Schuiling
60910000	Strategic Plan/Delivery Plan	64,000	T Schuiling
70110000	Valley Signal Coordination Prog.	<u>2,411,415</u>	T Schuiling
		<u>\$196,779,033</u>	

Minute Action

AGENDA ITEM: 8

Date: November 10, 2010

Subject: Fourth Quarter Budget to Actual Report for the Period Ending June 30, 2010

Recommendation: *

1. Receive and file the Preliminary Fourth Quarter Budget to Actual Report for Period Ending June 30, 2010.
2. Amend the budget for Task No. 51310000 Measure I Valley Elderly and Disabled by \$119,032 to be financed from the undesignated fund balance of the Measure I Elderly and Disabled Fund.

Background: SANBAG's Budget for Fiscal Year 2009-2010 for new activity was adopted by the Board of Directors on June 3, 2009. This report provides a summary of program activity and task activity compared to budget. Budgetary information includes the original and revised budgets, and year to date expenditures.

Task No. 51310000 Measure I Valley Elderly and Disaabled has a spending variance of \$119,032 due to additional payments to Omnitrans. A budget amendment is therefore required.

The Budget to Actual Report shows a total favorable budget variance of \$238,075,911. A majority of the budget balance will be carried forward to Fiscal Year 2010/2011 for various outstanding contracts by Board action.

Financial Impact: This item reports the status of expenditures against budget and requires a budget amendment to Task No. 51310000 in the FY 2009/2010 Budget.

Approved
Administrative Committee

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

x	COG	x	CTC	x	CTA	x	SAFE	x	CMA
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Check all that apply
 ADM1011d-cac
 Attachment:
 ADM1011d1-cac

Admin Agenda Item
November 10, 2010
Page 2

Reviewed By: This item is scheduled for review by the Administrative Committee on November 10, 2010.

Responsible Staff: William Stawarski, Chief Financial Officer

San Bernardino Associated Governments
Budget to Actual Report: July 2009 - June 2010 (Preliminary)
Fiscal Year 2009/2010

AIR QUALITY & TRAVELER SERVICES PROGRAM

TASK#	TASK DESCRIPTION	ORIGINAL BUDGET	AMENDMENTS	ENCUMBRANCES	REVISED BUDGET	EXPENDITURES	TASK BALANCE	% OF BUDGET EXPENDED
10210000	Air Quality Activities	74,991	123	-	75,114	74,996	118	99.84%
40610000	Rideshare Management	2,298,279	40,993	-	2,339,272	1,826,377	512,895	78.07%
70210000	Call Box System	1,104,804	-	596	1,105,400	1,042,331	63,069	94.29%
70410000	Freeway Service Patrol/State	1,938,545	-	7,626	1,946,171	1,764,166	182,005	90.65%
70610000	Intelligent Transportation Systems	86,057	(21,228)	139,070	203,899	180,602	23,297	88.57%
81210000	Clean Fuels Implementation	70,356	147,151	-	217,507	208,108	9,399	95.68%
TOTAL AIR QUALITY & TRAVELER SERVICES PROGRAM		5,573,032	167,039	147,292	5,887,363	5,096,579	790,784	86.57%

TRANSPORTATION PLANNING & PROGRAMMING PROGRAM

TASK#	TASK DESCRIPTION	ORIGINAL BUDGET	AMENDMENTS	ENCUMBRANCES	REVISED BUDGET	EXPENDITURES	TASK BALANCE	% OF BUDGET EXPENDED
11010000	Regional Transportation Planning	106,124	35,392	-	141,516	139,029	2,487	98.24%
11110000	Freight Movement	116,189	(13,642)	2,934	105,481	103,194	2,287	97.83%
11210000	Growth Forecasting & Planning	133,495	(2,180)	12,328	143,643	140,742	2,901	97.98%
20210000	Transportation Modeling & Forecasting	93,451	200,000	-	293,451	91,817	201,634	31.29%
20310000	Congestion Management	77,859	27,723	-	105,582	96,077	9,505	91.00%
21310000	High Desert Corridor Studies	14,927	3,030	-	17,957	17,763	194	98.92%
37310000	Federal/State Fund Administration	660,183	52,709	-	712,892	712,822	70	99.99%
40410000	Subregional Transportation Planning	190,203	145,079	98,127	433,409	369,995	63,414	85.37%
40910000	Data Development & Management	190,929	33,011	-	223,940	221,875	2,065	99.08%
50010000	Transportation Improvement Program	213,437	50,645	-	264,082	262,518	1,564	99.41%
52610000	Subregional Transportation Monitoring	13,688	18,596	-	32,284	31,661	623	98.07%
60110000	County Transportation Commission-General	385,750	-	-	385,750	360,302	25,448	93.40%
60910000	Strategic Planning/Delivery Planning	395,061	-	133,442	528,503	137,132	391,371	25.95%
61210000	Local Project Technical Assistance	44,655	(5,600)	-	39,055	17,455	21,600	44.69%
70110000	Valley Signal Coordination Program	84,621	2,583,868	2,109,081	4,777,570	2,365,468	2,412,102	49.51%
94110000	MT/Desert Planning & Project Development	210,483	-	923,400	1,133,883	1,113,110	20,773	98.17%
TOTAL TRANSPORTATION PLANNING & PROGRAMMING PROGRAM		2,931,055	3,128,631	3,279,312	9,338,998	6,180,957	3,158,041	66.18%

MAJOR PROJECT DELIVERY PROGRAM

TASK#	TASK DESCRIPTION	ORIGINAL BUDGET	AMENDMENTS	ENCUMBRANCES	REVISED BUDGET	EXPENDITURES	TASK BALANCE	% OF BUDGET EXPENDED
26610000	I-10 Project Development	-	494,000	-	494,000	494,000	-	100.00%
81510000	Measure I Program Management	3,485,331	1,237,844	271,415	4,994,590	4,093,926	900,664	81.97%
81710000	SR-60 Soundwall	458,093	-	-	458,093	3,183	454,910	0.69%
82010000	SR 210 Design	42,600	125,000	75,544	243,144	234,501	8,643	96.45%
82210000	SR 210 Right of Way Acquisition	512,454	1,481,427	77,274	2,071,155	1,325,800	745,355	64.01%
82410000	SR 210 Construction	4,510,978	(2,075,356)	3,249,693	5,685,315	2,551,539	3,133,776	44.88%
82510000	I-10 Corridor Project Development	2,187,882	36,000	2,913,600	5,137,482	1,992,176	3,145,306	38.78%
82610000	I-10/Cherry and I-10/Citrus Interchanges	2,747,472	(52,000)	6,606,806	9,302,278	5,696,178	3,606,100	61.23%
83010000	I-215 San/Riv Project Development	55,986	71,736	-	127,722	116,196	11,526	90.98%
83410000	I-215 Final Design	190,557	220,000	274,122	684,679	453,204	231,475	66.19%
83610000	I-215 Right of Way Acquisition	4,619,790	2,354,000	14,213,385	21,187,175	3,970,969	17,216,206	18.74%
83810000	I-215 Construction	49,666,288	(2,329,287)	16,415,794	63,752,795	43,980,623	19,772,172	68.99%
83910000	I-215 Bi-County HOV Gap Closure	2,739,011	(166,935)	919,485	3,491,561	1,824,329	1,667,232	52.25%
84010000	I-215 Barton Road Interchange	117,949	30,000	180,000	327,949	281,822	46,127	85.93%
84110000	I-10 Riverside Interchange	21,532,752	718,610	55,000	22,306,362	2,806,163	19,500,199	12.58%
84210000	I-10 Tippecanoe Interchange	2,257,683	1,077,306	16,251	3,351,240	1,528,133	1,823,107	45.60%
84310000	I-10 Live Oak Canyon	244,811	-	248,529	493,340	143,253	350,087	29.04%
84510000	Mt. Vernon/Washington Interchange	202,430	584,000	315,743	1,102,173	404,522	697,651	36.70%
85010000	Alternative Project Financing	1,724,808	(27,000)	922,265	2,620,073	651,515	1,968,558	24.87%
86010000	I-10 Lande Addition - Redlands	122,000	(150,000)	261,606	233,606	110,915	122,691	47.48%
86210000	I-10 Westbound Lane Addition - Yucaipa	10,423,072	200,734	176,815	10,800,621	815,622	9,984,999	7.55%
86910000	Glen Helen Parkway Grade Separation	664,194	-	550,877	1,215,071	415,155	799,916	34.17%
87010000	Hunts Lane Grade Separation	12,102,165	(2,125,851)	410	9,976,724	3,935,675	6,041,049	39.45%
87110000	State St./University Parkway Grade Separation	573,461	134,382	345,247	1,053,090	440,083	613,007	41.79%
87210000	Ramona Avenue Grade Separation	1,341,266	-	5,036,177	6,377,443	5,912,157	465,286	92.70%
87310000	Valley Boulevard Grade Separation	93,370	-	553,511	646,881	190	646,691	0.03%
87410000	Palm Avenue Grade Separation	582,368	-	435,682	1,018,050	503,855	514,195	49.49%
87510000	Main Street Grade Separation	308,126	-	-	308,126	-	308,126	0.00%
87610000	S Milliken Avenue/UPRR Grade Separation	703,371	(9,941)	201,268	894,698	155,925	738,773	17.43%
87710000	Vineyar Avenue/UPRR Grade Separation	711,856	(41,736)	271,655	941,775	115,964	825,811	12.31%
87810000	Archibald Avenue/UPRR Grade Separation	707,671	-	279,398	987,069	7,996	979,073	0.81%
87910000	Colton Crossing BNSF/UPRR Grade Separation	2,411,354	192,683	12,654	2,616,691	1,518,383	1,098,308	58.03%
88010000	I-15/I-215 Devore Interchange	2,744,616	605,050	109,359	3,459,025	3,392,426	66,599	98.07%
88110000	Lenwood Avenue Grade Separation	-	1,995,000	-	1,995,000	378,042	1,616,958	18.95%
88210000	S. Milliken Avenue Grade Separation	-	59,940	-	59,940	22,112	37,828	36.89%
93110000	Debt Service-Major/97 Issue	10,524,206	-	-	10,524,206	10,524,206	(0)	100.00%
94410000	Debt Service-Major/96 Issue	6,566,250	(647,465)	-	5,918,785	5,661,812	256,973	95.66%
94810000	Debt Service-Major/01 Issue A	11,665,500	-	-	11,665,500	11,665,500	-	100.00%
94910000	Debt Service-Major/02 Issue B	10,457,200	-	-	10,457,200	10,287,793	169,407	-
96010000	Debt Service-Major/09 Issue A	34,018,998	-	-	34,018,998	11,077,041	22,941,957	32.56%
TOTAL MAJOR PROJECT DELIVERY PROGRAM		204,017,919	3,949,825	55,031,881	262,999,625	139,492,884	123,506,741	53.04%

TRANSIT & PASSENGER RAIL PROGRAM

TASK#	TASK DESCRIPTION	ORIGINAL BUDGET	AMENDMENTS	ENCUMBRANCES	REVISED BUDGET	EXPENDITURES	TASK BALANCE	% OF BUDGET EXPENDED
30910000	General Transit	411,580	(95,685)	-	315,895	315,362	533	99.83%
31510000	Omnitrans	72,527	57,710	-	130,237	127,500	2,737	97.90%
31610000	Barstow-County- Transit	37,654	(6,017)	420,000	451,637	30,199	421,438	6.69%
31710000	Victor Valley Transit	57,128	(6,546)	18,478	69,060	69,053	7	99.99%
31810000	Morongo Basin Transit	33,585	(5,694)	-	27,891	17,278	10,613	61.95%
31910000	Social Service Transportation Plan	172,380	(15,289)	163,164	320,255	214,582	105,673	67.00%
32010000	Needles Transit	18,470	(2,636)	-	15,834	11,046	4,788	69.76%
32110000	Mountain Area Transit	36,814	(5,851)	-	30,963	24,318	6,645	78.54%
35210000	General Commuter Rail	636,976	(103,184)	22,003	555,795	477,077	78,718	85.84%
37710000	Commuter Rail Operating Expenses	10,628,115	(1,728,663)	2,093,513	10,992,965	9,666,862	1,326,103	87.94%
37810000	Speedway Rail Operating Expenses	171,475	-	-	171,475	17,491	153,984	10.20%
37910000	Commuter Rail Capital Expenses	1,136,000	6,990,150	20,766,099	28,892,249	7,504,802	21,387,447	25.98%
38010000	Redlands Rail Extension	75,841	18,733	550,143	644,717	642,877	1,840	99.71%
38110000	Gold Line Phase II	46,891	(6,971)	43,492	83,412	8,618	74,794	10.33%
50110000	Federal Transit Act Programming	83,299	(9,276)	4,750	78,773	31,355	47,419	39.80%
TOTAL TRANSIT & PASSENGER RAIL PROGRAM		13,618,735	5,080,781	24,081,642	42,781,158	19,158,418	23,622,740	44.78%

TRANSPORTATION FUND ADMINISTRATION PROGRAM

TASK#	TASK DESCRIPTION	ORIGINAL BUDGET	AMENDMENTS	ENCUMBRANCES	REVISED BUDGET	EXPENDITURES	TASK BALANCE	% OF BUDGET EXPENDED
50210000	TDA Administration	425,000	-	47,450	472,450	256,755	215,695	54.35%
50410000	Measure I Administration - Valley	136,661	24,326,118	2,400	24,465,179	2,377,940	22,087,239	9.72%
50510000	Measure I Administration - Mt./Desert General	164,721	5,873,882	1,138	6,039,741	455,641	5,584,100	7.54%
50610000	Local Transportation Fund	54,068,165	27,172,253	-	81,240,418	48,495,188	32,745,230	59.69%
50710000	State Transit Assistance Fund	884,410	27,933,802	-	28,818,212	5,469,952	23,348,260	18.98%
51310000	Measure I Valley E & D	6,025,000	-	147,483	6,172,483	6,291,515	(119,032)	101.93%
51510000	Measure I Valley Apportionment/Allocation	143,421	-	-	143,421	138,534	4,887	96.59%
61010000	Measure I 2010-2040 Project Advancement	39,651	-	-	39,651	9,731	29,920	24.54%
90710000	Debt Service-Big Bear/92 Issue	108,212	-	-	108,212	108,212	0	100.00%
90810000	Debt Service-Mt./Unincorporated/92 Issue	45,965	-	-	45,965	45,964	1	100.00%
91800000	Valley Measure I Local	18,105,766	10,451	-	18,116,217	16,695,775	1,420,442	92.16%
91801000	Mt./Desert Measure I Local	18,727,823	938,187	-	19,666,010	19,537,409	128,601	99.35%
94610000	Debt Service-Barstow/96 Issue	742,120	8,143	-	750,263	750,262	1	100.00%
95010000	Debt Service-Yucca Valley/01 Issue B	169,410	-	-	169,410	169,407	3	100.00%
TOTAL TRANSPORTATION FUND ADMINISTRATION PROGRAM		99,786,325	86,262,836	198,471	186,247,632	100,802,284	85,445,348	54.12%

GENERAL - COUNCIL OF GOVERNMENTS SUPPORT PROGRAM

TASK#	TASK DESCRIPTION	ORIGINAL BUDGET	AMENDMENTS	ENCUMBRANCES	REVISED BUDGET	EXPENDITURES	TASK BALANCE	% OF BUDGET EXPENDED
10410000	Intergovernmental Relations	407,904	(10,312)	10,112	407,704	298,067	109,637	73.11%
49010000	Council of Govts New Initiatives	444,726	553,738	-	998,464	39,321	959,143	3.94%
50310000	Legislation	516,954	10,312	-	527,266	490,774	36,492	93.08%
60510000	Publications & Public Outreach	494,259	-	-	494,259	436,334	57,925	88.28%
80510000	Building Operations	99,314	-	9,325	108,639	75,424	33,215	69.43%
80610000	Building Improvements	167,841	-	-	167,841	37,602	130,239	22.40%
94210000	Financial Management	368,498	647,465	49,000	1,064,963	839,358	225,605	78.82%
TOTAL COUNCIL OF GOVERNMENTS SUPPORT PROGRAM		2,499,496	1,201,203	68,437	3,769,136	2,216,879	1,552,257	58.82%
GRAND TOTAL ALL PROGRAMS		328,426,562	99,790,315	82,807,035	511,023,912	272,948,001	238,075,911	53.41%

CONSOLIDATED BY PROGRAM

PROGRAM DESCRIPTION	ORIGINAL BUDGET	AMENDMENTS	ENCUMBRANCES	REVISED BUDGET	EXPENDITURES	PROGRAM BALANCE	% OF BUDGET EXPENDED
AIR QUALITY & TRAVELER SERVICES PROGRAM	5,573,032	167,039	147,292	5,887,363	5,096,579	790,784	86.57%
TRANSPORTATION PLANNING & PROGRAMMING PROGRAM	2,931,055	3,128,631	3,279,312	9,338,998	6,180,957	3,158,041	66.18%
MAJOR PROJECT DELIVERY PROGRAM	204,017,919	3,949,825	55,031,881	262,999,625	139,492,884	123,506,741	53.04%
TRANSIT & PASSENGER RAIL PROGRAM	13,618,735	5,080,781	24,081,642	42,781,158	19,158,418	23,622,740	44.78%
TRANSPORTATION FUND ADMINISTRATION PROGRAM	99,786,325	86,262,836	198,471	186,247,632	100,802,284	85,445,348	54.12%
GENERAL - COUNCIL OF GOVERNMENTS SUPPORT PROGRAM	2,499,496	1,201,203	68,437	3,769,136	2,216,879	1,552,257	58.82%
GRAND TOTAL ALL PROGRAMS	328,426,562	99,790,315	82,807,035	511,023,912	272,948,001	238,075,911	53.41%

This list provides information on acronyms commonly used by transportation planning professionals. This information is provided in an effort to assist SANBAG Board Members and partners as they participate in deliberations at SANBAG Board meetings. While a complete list of all acronyms which may arise at any given time is not possible, this list attempts to provide the most commonly-used terms. SANBAG staff makes every effort to minimize use of acronyms to ensure good communication and understanding of complex transportation processes.

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ARRA	American Recovery and Reinvestment Act
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation and Air Quality
CMIA	Corridor Mobility Improvement Account
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CPUC	California Public Utilities Commission
CSAC	California State Association of Counties
CTA	California Transit Association
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DBE	Disadvantaged Business Enterprise
DEMO	Federal Demonstration Funds
DOT	Department of Transportation
EA	Environmental Assessment
E&D	Elderly and Disabled
E&H	Elderly and Handicapped
EIR	Environmental Impact Report (California)
EIS	Environmental Impact Statement (Federal)
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds

MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
NAT	Needles Area Transit
NEPA	National Environmental Policy Act
OA	Obligation Authority
OCTA	Orange County Transportation Authority
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PNRS	Projects of National and Regional Significance
PPM	Planning, Programming and Monitoring Funds
PSE	Plans, Specifications and Estimates
PSR	Project Study Report
PTA	Public Transportation Account
PTC	Positive Train Control
PTMISEA	Public Transportation Modernization, Improvement and Service Enhancement Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
RSTIS	Regionally Significant Transportation Investment Study
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
SRTTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TSM	Transportation Systems Management
TSSDRA	Transit System Safety, Security and Disaster Response Account
USFWS	United States Fish and Wildlife Service
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

San Bernardino Associated Governments



MISSION STATEMENT

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen economic development efforts
- Exert leadership in creative problem solving

To successfully accomplish this mission, SANBAG will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

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